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A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

[31]

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th June, 1903.

The New York correspondent of the *Times* wrote last month describing how amid the exhilarating air of the Pacific coast President Roosevelt had twice within two days proclaimed the future dominance (and not only commercial dominance) of the United States over the Pacific Ocean; the correspondent added that "it need not be supposed that the President had any other public in his mind than that which he was addressing." The suggestion is, of course, that President Roosevelt spoke with his eye on the forthcoming elections; and so no doubt he did. Yet we cannot but hear more in the triumphant utterances of the President of the United States than mere vote-catching verbiage. Naturally he was bound to tell the Pacific coast electors that he was a believer in the coming supremacy of their country in that greatest of oceans, whereby they live. But there was a ring of real confidence in President Roosevelt's language which forbids us to think he was only electioneering. When he told the people of San Francisco last month that he failed to see how a man confident of his country's greatness could be anything but an expansionist and that the United States must, unless they are to become degenerate, go on with the work which they have begun, he was obviously speaking in all sincerity, and the enthusiasm of his audience was not a matter for wonder. We need not, however, necessarily admit that because President Roosevelt spoke from his heart he is therefore a certain prophet. He claimed that the United States' geographical position

on the Pacific is such as to insure their peaceful domination of its waters in the future, if only the nation grasps with sufficient resolution the advantages of this position. They are taking long strides in this direction, he went on; witness the new cables, the great steamship lines, the first steps toward digging an Isthmian canal—a canal which will make the Atlantic and the Pacific coast-lines of the United States to all intents and purposes continuous, and will add immensely alike to the commercial and the military and naval strengths of the country. All this is not to be denied, but in speaking of the "domination of the Pacific" by the States the President is a little vague. The Pacific Ocean is, as President Roosevelt said, the greatest of all oceans, and the States have an extent of coast-line which makes the Republic of necessity a Power of the first class on that Ocean. Nevertheless, it must not be forgotten that Great Britain has, in Canada, Australia, New Zealand, New Guinea and the majority of the Southern Pacific isles, Hongkong and the Straits Settlements, a position which can become second to none as long as we have the most powerful fleet in the world. Therefore, unless we accept as inevitable the growth of the United States navy beyond all possibility of our competition—which is, to say the least of it, a remote contingency at present—we cannot admit President Roosevelt's contention that the United States are marked out definitely as the lords of the Pacific.

The opening of the Isthmian canal and the increase in their fleet, which the President urges on his countrymen, will doubtless make a vast difference in the situation. But, on the other hand, the aspirations of Canada in the North-east and of Australia in the South-west are factors which it is equally impossible to disregard. Alarmists at home have cried out that American competition has already shaken Britain's commercial position all over the world; but an examination of the figures fails to sustain their arguments. Similarly British writers have spoken of the Pacific question as if all pointed to a speedy predominance of the United States, but they have failed to produce solid proofs. We do not think the subject a very profitable ground for speculation. There can be no doubt that the next century will see a great advance of United States interests in those waters of which the westernmost wash our island of Hongkong. But this is a different thing from the relegation of Great Britain to a secondary place in the Pacific. We do not think that the progress of the United States need militate seriously against British interests in this ocean. There is not but the remotest likelihood of the whole of the Pacific coming under one supreme influence. In parts, no doubt, the United States will predominate. In others, and these by no means the least important, Britain must continue supreme unless a sudden catastrophe reduces her from the rank which she now holds among the Powers. The Pacific Ocean, however, is large enough for more than two Powers' reasonable aspirations, and we have fortunately no reason to apprehend other than friendly rivalry between Great Britain and the United States in these waters. The patriotic expressions of an inhabitant of either empire should not be able to do injury to the harmony prevailing between the two nations.

A writer signing himself "Imperialist" has a letter in the *Times* which calls for a certain amount of attention. He explains that he was in Malta in 1894, the year after the restrictions on foreign fleets and ships visiting British ports were abolished. He was promptly challenged by a sentinel when he attempted to pass through a portion of the works. Soon afterwards he heard a scientific officer in high command in the island state that the Russians had been into the port, that they had openly taken several hundreds of photographs of the interior of the defences from the roofs and windows of houses in the loyal city of La Valetta, and had got their negatives developed by photographers in the town without intervention or protest by the commanders of the fortress. "Imperialist" would like to ask Lord Selborne whether the hospitality extended to British officers in Russian ports, such as Vladivostok, is mutual, and what he thinks would happen to British officers attempting to avail themselves of it. Such questions are not superfluous. The subject has come up at various Eastern ports belonging to Britain lately, if not recently at Hongkong, and it has certainly not yet been satisfactorily settled. "Imperialist" justly says that camaraderie with foreigners is all very well, but he cannot help thinking it ought to be strictly reciprocal, especially as they have far more to learn from us than we have to learn from them. The matter is one to which the Admiralty might well devote a little consideration.

Mr. T. Sercombe Smith will take up the duties of Chief Police Magistrate on the 7th prox. and Mr. Haselard will go on leave.

Only four fatal cases of plague were notified for the 24 hours ending at noon yesterday. All the victims were Chinese. Two bodies were dumped.

An enquiry was held at the Magistracy yesterday morning into the death of a native woman who was killed by a fall of earth at the Peak. His Worship Mr. F. A. Haselard found that she died from asphyxia.

Lieutenant Messenger, A.O.C., arrived by the P. & O. s.s. *Japan* yesterday from England to relieve Captain Wms. A.O.C., who, with his wife, expects to sail for home by the P. & O. s.s. *Messalin* on Saturday, 4th prox. Lieutenant Messenger is accompanied by his wife and child.

The charges against R. G. McEwen, inspector of markets, of accepting bribes with a view to influence his conduct as a public servant, was further remanded at the Magistracy yesterday until Tuesday, 30th inst., at 2.15 p.m. Mr. F. B. L. Howley, Crown Solicitor, will prosecute, and the defence is in the hands of Mr. M. W. Slade, barrister-at-law.

Senders of telegrams from Hongkong will be glad to hear that from the 1st prox. the charges for transmission will be collected at the rate of 48 cents to equal one franc. On the 20th December last the charge was advanced from 40 cents to 45 cents, and again on the 25th March to 50 cents—the rate at present existing. The price is subject to revision after three months.

A fine instance of Government red-tapeism was exemplified at the Supreme Court yesterday. On the day on which the adjournment of the Session was announced it was stated officially from the Bench that jurors had to return yesterday (Thursday) unless a notice to the contrary appeared in the daily papers. This notice duly appeared in official form, but because the Police were not independently informed they sent down nearly a dozen policemen and the prisoner to keep up their end.

By permission of Major Radcliffe and officers, the band of the 33rd Burma Infantry will play the following programme at the King Edward Hotel during dinner this evening (weather permitting):—
March—"The Sailor's Life," Wilson Overton
Overture—"Der König Luitpold," Emil Tidl
Selection—"The Girl from Kays," Ivan Caryll
Song—"The song you sang to me," Melloy
Selection—"The Lady Stowe," Crook
Waltz—"Premier Polka," Margie
Dance Corvino—"Punch and Judy," Boggetti
"God Save the King."

The *Straits Times* says that excitement reigns in the camp of the Government subordinate clerical service in the Straits over the appointment of Treasurer at Penang which will shortly become vacant. This being one of the prize appointments of the service set aside by the Secreary of State for deserving clerks, every one is on the tip-toe of expectation to know who is the lucky knight. It is no exaggeration to say that the anxiety to hear the result of the Governor's selection, is very keen indeed.

Chronicle a recent execution in Bangkok, the *Bangkok Times* remarks that it is quite possible that this will be the last execution conducted in the old style, as it understands a gentleman has been ordered from Paris, the Siam Minister in Paris having been instructed to have one purchased and sent out. The passing of this relic of old Siam is certainly not to be regretted. The Siamese method of beheading a prisoner with a blow from a sword while he simply kneels with his head bent, is as good as any other if the nerve and skill of the executioner can be depended on. If these fail, the method may prove very barbarous.

The *Free Press* of the 26th June, has the following:—In the tea market a fair amount of business continues to be transacted in Congons and Souchong. The falling off in the supplies of Congons to date, say, 45,000 half-chests, confirms the predicted short first-crop, and prices are very firm in consequence. Business has commenced in Oolong but the settlements so far only amount to 1,570 half-chests. The export to Europe to date is 3,788,610 lbs. against 3,907,415 lbs. to the same date last year.—We understand that we are to have a new line of steamers running between Kowloon and Shanghai. The first of the steamers, the *Jacob Diederichsen* is advertised to close on Monday, the 22nd inst., for Shanghai.

The *Japan Mail* writes as follows with regard to Japanese domestic politics:—It is evidently thought by careful observers, among them the *Jiji Shimpu*, that "chaos" is the only term applicable to the present condition of political society. There had been a general expectation that the parliamentary members of the *Seiyukai* would not leave Tokyo until some effective steps had been taken to close up the Party's ranks and re-consolidate its organization. But they have all departed, and the inference drawn is that, despairing of any satisfactory re-adjustment, they have gone to consult with their constituents. The Progressists, too, although they seem to be retaining their cohesion and standing their ground firmly, are declared to be in a condition of seething unrest, many of them being persuaded that the time has come for a grand re-organization of parties. On the whole the official "chaotic" seems to be well chosen. But we strongly suspect that when the *Seiyukai* members come to reflect maturely, they will appreciate the hopelessness of effecting anything without Marquis Ito.

The Rev. William Ingo, D.D., Provost of Worcester College, Oxford, died on the 23rd ult. in his lodgings at the college, after a protracted and painful illness.

The new Mint is stated to have paved the way to the adoption of an improvement in minting in Slam, the need of which has long been recognized. Coining from bar silver has been looked forward to for some time and it is now understood that a large purchase of bar silver has been made in London, and that an expert assayer has been engaged. At some not too distant date, therefore, the old system of manufacturing the silver coins of the country from dollars will come to an end.

A Parliamentary return was issued on the 25th ult. showing the items of expenditure in the Army Estimates, 1903-4, amounting to £34,245,000, in excess of those of 1893-4, amounting to £17,892,800. The gross increase is shown as £16,442,200, made up of—£6,637,000 for abnormal services, military changes connected with the South African war and the China and Somaliland expeditions, and normal services £9,785,200. The chief items in the latter are £3,812,000, the cost of 67,037 additional men for the Regular Army; £1,575,000 cost of additional men for the Auxiliary Forces; and £1,463,200, cost of additional warlike stores and works, &c.

The disgrace of General von Rasben, Governor of the province of Bessarabia, writes a *Times* correspondent, is the direct result of his indifference to his administrative duties as well as of his lack of personal energy and initiative, which prevented him from taking the necessary steps to avert the outbreak of the Anti-Semitic riots at Kishineff, or at least to repress them after they had broken out. He is especially blamed in high official circles for having, while the rioting was going on, handed over his powers, and consequently his responsibility, to the military authorities—an act without precedent in the annals of Russian administration. This conduct of the dismissed Governor is severely stigmatised by the *Grasshopper*, the organ of the ultra-Conservative Prince Mstchersky.

According to a despatch dated New York, May 22, Count Cassini was requested by the Russian Foreign Ministry to defer his departure for Europe for a fortnight. This request, it is said, is undoubtedly due to the agitation in the United States over the treatment of the Jews in Southern Russia, which shows no signs of diminishing. Mass meetings are being held everywhere. Count Cassini had a long conversation with Mr. Hay on the 22nd ult. It is understood that the probable attitude of the United States, should large numbers of impoverished Jews from Russia seek refuge in America, was discussed. That a great exodus is about to begin there is no doubt. It is stated that the Jews in Chicago alone have sent to relatives in Russia 3,000 steamship-tickets to enable them to go to America.

Ramie is said to have been successfully cultivated in South Sumatra, says the *Straits Times* in its Netherland India column. Two enterprising planters began with the experimental growing of the fibre in Siak, a district in East Sumatra. The experiment failed, but the experience gained showed the way how to succeed in better soil. That requirement was not in the Lampung districts—a neighbouring province. There the soil was found to be all that could be wished for. The ramie planted there in paying quantities, the fibre yielded being long and of excellent quality. The results at the outset proved to be so satisfactory that the planter-planting there has passed beyond the trial stage. The planters sent specimens of the fibre produced to experts in Europe who pronounced the product to be fully equal to Chinese ramie. The machine used in that invented by Faure, which of late has been so much altered for the better that the cleaning of ramie by this method can, it is said, be hardly improved upon.

THE LATE "MAX O'RELL"

The *Times* in its obituary notice on the late M. Paul Blouet says:—

The news of the death of "Max O'Rell" will come as a painful surprise to many English acquaintances, who know him as a fine, robust-looking man, in the prime of life, and apparently full of force and energy. Paul Blouet, to give him his real name, was born in Brittany in 1818, and served in the war of 1870 as a cavalry officer. Captured at Sedan, he was released in time to join the Versailles army which overcame the Commune, and in the second siege of Paris he was severely wounded. In 1872 he came to England as a correspondent of various French papers, and four years later became the very efficient French master at St. Paul's School, retaining that post till 1884. What induced him to leave was the brilliant success of his first book, *John Bull et son Ile*, which, both in its French and English form, was so widely read as to promise an assured literary position for the author, and to make his pseudonym, "Max O'Rell," a household word in England and America. This bright, clever, generally good-natured, but purely superficial account of England was a novelty, and at once captured a large public. The author followed it up with several other volumes, dealing in a like spirit with England, Scotland, America, and France. But the main work of the years between 1880 and 1890 was lecturing. "Max O'Rell" was a ready and amusing speaker, and his easy manner and his humorous gift ensured him much success on the platform. He lectured often in the United Kingdom and still more often in America, always commanding a very fair audience, who went away pleased. He was popular in London, where he was a member of several literary clubs. He was married to an English lady, Miss Barlett, who translated his books, all of which were originally written in French.

TELEGRAMS.

REUTER'S SERVICE.

THE SUGAR CONVENTION.

London, 23rd June.

It is understood at Brussels that the Sugar Convention has decided that the Austro-Hungarian sugar regime is contrary to the Convention and that countervailing duties are also justified against Denmark, Japan, and Russia.

SERBIA.

London, 23rd June.

King [Peter] Karageorgovich has left Geneva for Belgrade.

LATVIA.

The British, French, Dutch, American and Turkish Ministers have left Belgrade; the Russian and Austrian Ministers' alone will attend the ceremonies on the King's arrival.

THE MORGAN SHIPPING TRUST.

London, 23rd June.

The Cunard line has withdrawn from the pooling agreement with the Morgan shipping trust, as their demands are ignored and the supply of ships exceeds the demand. Acute disappointment is generally expressed in England and America at the Trust's operations and shares have fallen enormously.

THE MOAT FARM MURDER.

London, 23rd June.

Dougal has been sentenced to death for the murder of Miss Holland at the Moat Farm, Essex.

SUPREME COURT.

Thursday, 25th June.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR SIR WM. M. GOODMAN (CHIEF JUSTICE).

Mr. F. C. Barlow of Messrs. Deacon and Hastings, solicitors, appeared in support of an application for adjudication on the estate of Wong Tat Hang, the application having been made on behalf of two creditors.

His Lordship asked if a public examination of the debtor had been held?

Mr. Barlow said that there had been no public examination.

His Lordship then called attention to Section 17 which states that as soon as may be after the filing of the statement of affairs a public examination of the debtor should be held. If the claim of a debtor were to be allowed it might turn out that a friendly creditor might take out a bankruptcy petition what time the debtor cleared out to Canton and the debtor was adjudged bankrupt. On the other hand there might be cases in which it would be impossible to hold a public examination.

Mr. Bruce Shepherd (Official Receiver) said that so far as Canton was concerned 99 per cent of debtors were able to get away out of the Colony. Under sub-section 3 of section 16 if a statement of affairs had been filed, then the Court might adjudge on the debtor's estate forthwith.

The Chief Justice asked what Sir Henry Berkeley had done in similar cases while he acted as Chief Justice.

Mr. Bruce Shepherd said that Sir Henry Berkeley had refused adjudication in two cases with most disastrous results to the creditors. The owner, who was in the last stages of consumption and could not return to the Colony, had sent his son to make out a statement of his liabilities which showed that his liabilities were some \$60,000 and his assets \$45,000.

Going upon sub-section 3 of section 16, his Lordship granted adjudication on the estate and appointed Mr. Bruce Shepherd as Official Receiver.

THE COURT ADJOURNED.

ENGLAND V. SCOTLAND AT GOLF.

The day after the decision at Mairfield on the 27th ult. of the Amateur Golf Championship, when Mr. Robert Maxwell (Tasildon) beat Mr. Horace Hutchinson and brought the Championship back to Scotland for the first time since 1893, the year of the late Mr. F. G. Tait's win, England met Scotland with teams of 10 aside, the result being decided by matches, not by holes. The final score was:—

ENGLAND.	SCOTLAND.
Mr. J. Ball, jun. 0	Mr. E. Maxwell 1
Mr. H. H. Hilton 1	Mr. J. E. Laidlay 1
Mr. H. G. Hutchinson 1	Mr. F. MacKenzie 1
Mr. H. W. De Zoete 0	Mr. J. Graham, jun. 1
Mr. J. B. Pease 1	Mr. L. M. Balfour-Melville 1
Mr. S. H. Fry 0	Mr. M. Ferguson 1
Mr. H. G. Gable 1	Mr. J. Robb 0
Mr. W. H. Fowler 1	Mr. N. F. Hunter 0
Mr. G. P. Smith 1	Mr. C. E. Dick 0

Total 5
Total 4
The heaviest defeats were those of Robb by Gable (9 up and 8 to play), of Laidlay by Hilton (9 and 7 to play), and of Ball by Maxwell (8 and 6 to play). Last year, when the contest was first instituted, Scotland won at Hoylake by 7 holes. The alteration from holes to matches was made this year.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The thermometer has fallen over E. Japan owing to the depression, which is probably moving N.E. off the S.E. coast.

Pressure has given way again on the China coast. A low pressure trough lies over the S. coast of China and Formosa Channel and the Pacific towards Loohoo, N.E. winds prevailing to the northwards of the area and S.W. winds to the southward.

Strong S.W. monsoon over the N. part of the China Sea.
Forecast:—Fresh to strong S.W. winds; squally, thunder-showers.

CORRESPONDENCE.

UNCONQUERED SCOTLAND.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 25th June.

Sir,—I was very much surprised and amused to find that "An Unspeakable Scot" has the hardihood to claim Ulster as an evidence of Scotch ability and industry. The only bright spot in Ireland is claimed as a product of the "loins" of Scotsmen. As an Ulsterman I take leave to protest against such a statement as a gross libel upon an innocent and inoffensive population. Heaven save us from any such paternity as that. "Unspeakable Scot" in the days of his youth when the "lawless" were scarcer than they are now, probably took an excursion trip from Glasgow to Belfast, returning the same night, and probably came to the conclusion that Belfast was nothing more than a suburb of Glasgow. Now we Ulstermen have to confess that the coast counties of Antrim, Down and part of Derry, are occupied by people of Scotch ancestry, and also that Belfast, being in the former county, has a considerable (but by no means predominant) Scotch element. If however time and circumstances had permitted "Unspeakable Scot" to extend his pilgrimage a little farther inland he would require a magnifying glass to have discovered the presence of the Scotch (beg pardon, Scots) microbes. The island counties of Ulster (i.e. Armagh, Cavan, Fermanagh, Monaghan, and Tyrone) are almost entirely settled by people of English descent, except in such places as are found remnants of the original "Irishy." They have nearly all English names and are members of the Anglican Communion. Besides, "Unspeakable Scot" is a little wrong in his history. The idea of the "plantation" or colonisation of Ulster did not originate with that unskull, "James VI of Scotland," of whom he is so proud. It originated in the fertile brains of the statesmen who surrounded the English Queen, Elizabeth, and the first plantation took place in her reign, and consisted of English settlers exclusively. I know Scotsmen are famous for keeping the Sabbath day holy (and anything else they can conveniently lay hands on), but to lay hold of the fact of the prosperity and intelligence of Ulster and proclaim it as an evidence of what the "loins" of Scotland can do, is an unspeakable wrong which I trust, Mr. Editor, will help me to right. It is a base calumny. Why, Sir, Scotland was only *Scotia Minor*, when Ulster was *Scotia Major*. Let Unspeakable Scot put that in his pipe and smoke it, and ever hereafter hold his peace.—Yours, etc.,

ULSTERMAN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th June.

Sir,—What a storm in a teacup, truly! A misrepresentation of historical fact, a letter to correct it by a justly indignant Scot, and—the whole English camp is up in arms. What for? Do they deny that "Unspeakable Scot" is right? Do they assert that Scotland, "the junior partner," "the smaller nation, physically and mentally," was conquered? Havers! In a hopeless attempt to explain away the inaccuracy of the statement that first gave rise to the present discussion, "Another Englishman" places an entirely original construction on the grammatical significance of the offending paragraph, and "G.W.P." for want of originality, but thirsting to do battle on behalf of the Sassenachs, falls back on the old saw that Scotsmen lack the sense of humour. Assertions like that, "G.W.P.," are ridiculous and irrelevant, but, fair call, ye maybe ken na better! The fact remains, ye English, that Scotland is an unconquered country, and as one of her sons I am able to subscribe myself—Yours, etc.,

AN UNCONQUERED SCOT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th June.

Sir,—I am sorry to trouble you again with a continuance of this correspondence. But the persons who have written under this lead, signing themselves by various *noms-de-plumes* deserve to be shown up. To start with the last first, "G.W.P." by the reversal of his initials shows the perversion of his view. If he descended to personal abuse let him understand that others beside him can sling mud, but gentlemanly they refrain. And assertion is not argument. "Pax Volisium" wonders why I did not take up another line of invective. As a matter of fact—O beloved Mesopotamia of him—I might as well have attacked the *Mail* writer on his ignorance of syntax. His grammar was villainous as "Pax Volisium's" argument was weak. As for Robert the Bruce and his Norman descent I wonder if "Englishman" ever heard of William the Conqueror. I think he was not only of Norman descent but a Norman of the Normans. "Another Englishman" is not worth considering. Probably his middle name starts with Mac and at any rate he writes like a renegade.—Yours, etc.,

UNSPAKEABLE SCOT.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Polynesien*, with the next French mail, will leave Saigon to-day, at 1 p.m. for this port.

The C.P.R. steamer *Empress of China* arrived at Vancouver on the 23rd inst., at 6.30 p.m. The P. & A. steamer *Indravelli* arrived at Yokohama yesterday morning, and is due here on the 7th prox.

The Boston Tow Boat Co.'s steamer *Mercedes* left Victoria for Kobe direct on the 22nd inst., and is expected to arrive at that port on the 16th prox.

The C.P.R. steamer *Tartar* arrived at Yokohama at 9.30 a.m. on the 25th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 6 a.m., to-morrow.

INDO-CHINA STEAM NAVIGATION CO., LD.

The following is the twenty-first annual report of the board of directors of the above Company presented to the shareholders at the twenty-second ordinary general meeting, held at the offices of the Company, on the 4th June, at noon:

The depressed condition of the shipping trade in the Far East during the year under review will have prepared shareholders for financial results much less satisfactory than the handsome earnings of the two previous years. Notwithstanding serious adverse circumstances, however, it is gratifying that, after crediting over £36,100 for the usual premium of insurance to underwriting account, the revenue can still provide (with the aid of the sum brought forward from 1931) for income tax, interest, charges, and also £29,185 for depreciation on steamers, and yet leave a credit balance.

Owing to these causes a dividend could hardly have been looked for, but the absence of any total loss or serious damage to the Fleet for a long period has allowed of an accumulation of profit on the underwriting account, which nearly equals half the paid-up capital of the Company, and the directors consider this account has reached such dimensions that they are justified in the interests of the shareholders in transferring £28,655 16s. 9d. to revenue, leaving still the large sum of £240,000 at credit of underwriting account.

This transfer increases revenue account to £30,174 16s. 9d., and it is recommended that a dividend of 5 per cent, free of income tax, be declared, thus absorbing £24,734 10s., and leaving £5,890 5s. 7d. to be carried forward to the next account.

The Company's fleet has, during the past year, been further strengthened by the addition of the new steamers *Yik Sang*, *Choy Sang*, and *Kwong Sang*, in replacement of vessels sold at satisfactory prices. Two additional steamers for the coast trade were contracted for during the year and both have now been delivered.

The board have not availed of the proposed increase of capital alluded to at the last annual meeting.

There has been some improvement shown in the freight market this season over the earnings of last year at same time, but it is not possible to forecast from present prospects what results may eventually be realised.

The directors deplore the unexpected death of their late chairman, who had been on the board since the formation of the Company, and they have just learned with regret of the death of Mr. W. L. Watson, who had retired from the board in 1931. The directors have appointed Mr. H. Beasley, a well-known former resident in China, to the board, and his appointment requires a confirmation. Mr. W. Paterson, who retires in rotation, offers himself for re-election. The auditors, Messrs. Turquand, Youngs & Co., likewise offer themselves for re-election.

By order of the board,

A. G. WELLS, Secretary.

London, 22nd May, 1933.

The accounts are as follows:

BALANCE SHEET, 31st December, 1932.		£	s.	d.
To share capital—Authorized £1,200,000				
first issue 60,000 shares each £10		600,000	0	0
whereof 40,589 subscribed and fully paid up		405,890	0	0
To balance of underwriting account		240,000	0	0
To general reserve fund		100,000	0	0
To exchange reserve account		570	10	0
To sundry creditors in London and China		53,703	0	8
To loans		54,000	0	0
To deposits		58,545	0	0
To balance from revenue account		30,174	15	7
		£1,047,683	10	1

ASSETS		£	s.	d.
By steamships, hulks, forty, forty, forty		534,340	3	1
bonds, &c.		50,185	0	0
Less depreciation written off for this year		50,185	0	0
		£542,940	2	1

LIABILITIES		£	s.	d.
[This includes the value of s.s. <i>Yik Sang</i> , <i>Choy Sang</i> , <i>Kwong Sang</i> , claimed from the Chinese Government]		11,500	8	10
By coals and provisions on board ships and in godowns		68	1	10
By office furniture		102,624	7	11
By sundry debtors in London and China, agents' balances, freights, &c.		53,703	0	8
By cash in London and China		5,890	5	7
		£1,047,683	10	1

REVENUE ACCOUNT

£		s.	d.
To general charges and telegrams in London and China, directors' and auditors' fees		5,354	5
To depreciation account—On steamships, &c.		250,185	0
On office furniture		10	0
To income tax account		59,155	0
To interest account		7,977	10
To balance transferred to balance sheet		30,174	15
		£106,865	10

£		s.	d.
By balance brought forward from 1931		17,657	16
By net earnings of steamers for the year including profit on exchange		59,912	14
By amount transferred from underwriting account		28,655	16
By dividend warrants outstanding, now transferred		299	16
By transfer fees		23	17
		£106,865	10

A benevolent gentleman who gave a pair of old pants to a destitute poet was startled to receive the following letter of gratitude: "Sir, May your generous gift be woven in the laurel crown of your good deed, in Heaven."

Self-made millionaire, impressively: "Yes children, when I was a little boy, I was often glad to get a crust of bread to eat on a doorstep."

Children, in chorus: "O papa, isn't you glad that you're living like us now?"

Prof. Idd, instructor in psychology at Yale, while lecturing before the members of the senior class a short time ago, unconsciously "gave himself away" in this fashion:

"Now, let me illustrate that point. One day a celebrated psychologist—a world-renowned psychologist, I might say—was walking down the street when I met a little girl, and I said to her—

What the professor said was drowned in the outburst of laughter from the students.

REUTER AND THE PRESS.

The *Shanghai Mercury* publishes the following under the title of "Reuter Explains"—TO THE EDITOR OF THE "SHANGHAI MERCURY."

London, 15th May, 1933.

SIR,—In your issue of the 9th ult., you refer to our Aden telegram announcing the arrest of a Russian spy at that place. From your references to the Ceylon Press you seem to assume that the attack made on our service by one of the Colombo papers was justified, since you terminate your article with the remark, "it now remains for Reuter's Telegram Company to make a statement on the matter." We accordingly do ourselves the pleasure of complying with your recommendation by handing you copy of the communication we addressed to the Ceylon papers in question, which will doubtless suffice to vindicate our position. Moreover, since the letter of which copy is enclosed was addressed to Colombo, we have received a further communication from our Aden Agent with additional particulars fully confirming his original report.—Yours, etc.,

HERBERT DE REUTER.

(Enclosure.)

The MANAGER of the *Ceylon Standard*, Colombo.

SIR,—In commenting on the 18th and 19th ult., on our Aden telegram announcing the arrest for espionage of a Russian officer, you charged us with disseminating false news, in terms that are calculated to gravely affect the prestige of our Agency.

We accordingly called to our Aden Agent for an explanation of his message, and we have now received a letter from him in which he confirms all he telegraphed, which, despite what interested parties in Colombo may have asserted to the contrary, is perfectly authentic. Moreover you appear to be unaware that the *Daily Telegraph* received independently identical news from its special correspondent in Aden whose professional experience and competence are universally recognised. It argues indeed a refreshing simplicity in anyone presumably not holding a brief for the offender, to accept without reserve Admiral Stackelberg's professions of innocence of his subordinates. The gallant Admiral was obviously in honour bound to screen the delinquent's proceedings, if only to minimise the gravity of the incident—and we should all have thought less of his head and heart had he acted otherwise—but he must have been overjoyed to find such sympathetic ears for his artless account of the affair. Ceylon is evidently one of the "Islands of the Blest," where such misdemeanours are unknown, but we who live afar have to deal with hard facts in order to meet the precise requirements of our subscribers outside that favoured survival of the Golden Age. While therefore we are not directly concerned with the strange indictment of the Aden authorities which your acceptance of Admiral Stackelberg's version of the matter and your consequent injurious reflections on our telegram imply, we must protest against your gratuitous imputation of want of bona-fides and sense of responsibility on our part.

We do not wish to take our stand on our purely legal right rights, for experience has shown us that the British Press is ever ready to withdraw charges founded on error, and we are therefore content to appeal to your spirit of fairness, in the conviction that it will bring you to remove this unwarranted slur on our reputation.—Yours truly, etc.,

HERBERT DE REUTER.

THE UNITED STATES IN THE PACIFIC.

The most important speech delivered by President Roosevelt while in San Francisco was that made at the Mechanics' Pavilion on May 13th. His subject was—Expansion and the development and protection of the country's newly-acquired possessions in the Pacific, together with his advocacy of a greater navy. It made his discourse of particular interest to Californians, and he aroused his auditors to a high pitch of enthusiasm. The *Los Angeles Times* says it was a mighty gathering that listened to the President. Mr. H. de Young, president of the Citizens' Reception Committee, opened the meeting, and Mayor Schmitz formally introduced the President to the people of San Francisco. It was some minutes before the cheering subsided and the President was able to make himself heard. He said:

Before I saw the Pacific Slope I was an expansionist, and after having seen it, I fail to see how any man confident of his country's greatness and glad that his country should challenge with proud confidence our mighty future, can be anything but an expansionist. In the century that is opening, the commerce and the command of the Pacific will be factors of incalculable moment in the history of the world. Now, in our day, the greatest of all the oceans, of all the seas, and the last to be used on a large scale by civilized man, bids fair to become in its turn the first in point of importance. Our mighty republic has stretched across the Pacific, and now, in California, Oregon and Washington, in Alaska and Hawaii and the Philippines, holds an extent of coast-line which make it of necessity a power of the first class on the Pacific. The extension in the area of our domain has been immense, the extension in the area of our influence even greater. America's geographical position on the Pacific, such as to insure our peaceful domination of its waters in the future, if only we grasp with sufficient resolution the advantages of this position. We are taking long strides in this direction; witness the cables we are laying down, and the great steamship lines we are starting—steamship lines, some of whose vessels are larger than any freight carriers the world has yet seen. We have taken

the first steps toward digging an Isthmian canal, to be under our own control, a canal which will make our Atlantic and Pacific Coast lines to all intents and purposes continuous, and will add immensely alike to our commercial and our military and naval strengths. The inevitable march of events gave us the control of the Philippine Islands at a time so opportune that it may without irreverence be called providential. Unless we show ourselves weak, unless we show ourselves degenerate sons of the sire from whose loins we sprang, we must go on with the work that we have begun. I earnestly hope that this work will always be peaceful in character. We infinitely desire peace, and the surest way to obtain it is to show that we are not afraid of war. We should deal in a spirit of fairness and justice with all weaker nations, and we should show to the strongest that we are able to maintain our rights. Such showing cannot be made by bluster, for bluster merely invites contempt. Let us speak courteously, deal fair, and keep ourselves armed and ready. If we do these things, we can count on the peace that comes only to the just man armed, to the just man who neither fears nor inflicts wrong. We must keep on building and maintaining a thoroughly efficient navy, with plenty of guns and formidable ships; with an ample supply of officers and men trained in the most thorough way to the best possible performance of their duty. Only thus can we assure our position in the world at large and in particular our position here on the Pacific. It behooves us all, men of lofty spirit who are proud to belong to a mighty nation, to see to it that we fit ourselves to take and to keep a great position in the world, for our proper place is with the expanding nations and the nations that dare to be great; that accept with confidence a place of leadership in the world. All our people should take this position, but especially you of California, for much of our expansion must go through the Golden Gate, and the States of the Pacific Slope, must inevitably be those which will be most benefited by and take the lead in the growth of American influence along the coasts and in the islands of that mighty ocean where east and west finally become one. My countrymen, I believe in you with all my heart, and I am proud that it has been granted me to be a citizen in a nation of such glorious opportunities and with the wisdom, the hardihood, and the courage to rise level to its opportunities.

FOREIGN WARSHIPS IN BRITISH PORTS.

In the House of Lords, on the 19th May, the Earl of Cromer asked the Government under what regulations and restrictions the ships of war of foreign Powers are admitted to British and Colonial harbours and coaling-stations; whether any change has recently been made in respect to such regulations and restrictions, and under what conditions British ships of war are admitted to the harbours and coaling stations of foreign Powers. A feeling existed that in this matter we were prone to be more careless or indifferent than we ought to be. Powerful foreign squadrons were allowed unrestricted access to our ports, and on a recent occasion when he was at Colombo he was surprised to see no less than 11 ships of war belonging to a friendly foreign Power in the harbour there. He was informed that similar conditions prevailed at other ports, such as Hongkong, Singapore, Port Louis (Mauritius), and the Cape. He would like to know whether any representations had been received from the responsible authorities at those ports as to the possible danger of their being seized by a coup de main on the part of a foreign Power in the event of war.

The Earl of Selborne, replying for the Government, said this question had been the subject of very frequent and continuous consideration. There had been several changes in the practice of this country with respect to this matter. Up to the year 1887 there were practically no restrictions as to the admission of foreign men-of-war to our ports, but in that year, after very prolonged consideration by the departments concerned, a code of regulations and restrictions was drawn up limiting the access of foreign men-of-war to our ports. That was in operation for six years, till 1893, when the late Liberal Government in the light of experience and after again considering the matter with great care, deliberately and with the concurrence of all the Colonial authorities abolished the restrictions. As regards the practice of other Powers in this respect, so far as he was aware, no Power forbade foreign men-of-war to visit its ports, though in one or two cases there were strict regulations in respect of the number of friendly ships of war allowed to come in without notice. In most cases there were no regulations or restrictions at all. He was not aware of any restriction on the admission of British ships of war into Port Arthur. Though it was quite true that the foreign Powers who freely used our ports were not those whose ports it was necessary for us to use freely in the course of the work of the Navy, on the balance of mutual reciprocity, navy to navy, our share of the same was very large indeed. In the opinion of the Government it was to the general interest that friendly Powers should be ready to accommodate each other in this matter, and it was certainly to our interest that this interchange of hospitality should exist with as few restrictions as possible. The cases in which 11 ships of war belonging to a friendly Power were lying at one time in Colombo harbour was altogether exceptional, arising from an accidental cause which could not be taken as any indication of the extent to which these privileges were generally used. He could not conceive that any foreign Power would be so foolish as to run the risk of

detaching an important portion of its fleet for the purpose of seizing any of our important harbours with the object of inflicting a blow at our prestige, and he could not conceive of any squadron of a potential enemy of any importance being left unwatched. The general principles which he had laid down could only be maintained on the basis of reciprocity. It would be impossible to defend the giving of unrestricted hospitality to the warships of foreign Powers in our ports if a similar welcome were not extended, in a reasonable degree, at all events, to our ships by those Powers, and if the time should come when a power enjoying our hospitality in no mean measure endeavoured to put obstacles in the way of our ships visiting their ports subject to the reasonable restrictions he quite admitted that the whole subject would have to be reconsidered by a Joint Military and Naval Committee and by the Colonial Defence Committee, subject to a review of their decision by the Council of Imperial Defence. In reply to the question of the noble Earl whether any representations on this subject had been received from the Colonial authorities, he was not aware of any communications from that quarter since he had been at the Admiralty.

GREATER BRITAIN AND IMPERIAL DEFENCE.

A White-paper was issued on the 21st ult., revising and re-stating some figures which were inaccurately presented in an Admiralty memorandum laid before the Colonial Conference last year. The form in which the figures are now given shows that the annual value of British trade (including bullion and specie), which it is the ultimate object of the Navy to protect, amounted, in 1930, to:—

Trade of United Kingdom with Foreign Countries	£471,832,000
Trade of United Kingdom with British Colonies beyond the Seas	237,098,000
	£708,930,000

Trade of British Dominions beyond the Seas with Foreign Countries and among themselves 254,342,000

Total Trade of Empire £1,203,278,000

It will be seen that about one-fifth of the total trade of the Empire is not directly connected with the United Kingdom. In last year's memorandum this proportion was set down as one-fourth.

The British trade which passes the West Coast of Africa cannot be placed at a less value than £140,000,000 per annum, of which about one-fifth is with South African ports, one-third with Australasia, and one-third with North America. South Africa, Australia, and New Zealand are, therefore, each interested in the maintenance of a squadron on the West Coast of Africa sufficiently powerful to protect this trade.

The trade of the United Kingdom with the Atlantic Coast of the Continent of North America amounted, in the year 1930, to £218,000,000, of which about £30,000,000 was with Canada.

So far as can be estimated, Canada had also about £14,000,000 of sea-borne trade with other British dominions and foreign countries. Canada would, therefore, be interested in the success of the British squadrons employed in protecting trade in every part of the Atlantic. That is to say, Canada is not only interested in the North American Squadron, but also in the strength of the British fleet as a whole.

The cost of maintaining the British squadrons on these stations, exclusive of any interest or sinking fund on the first cost of building, is £32,000 per annum. This is included in the General Naval Vote, which is borne by the United Kingdom, aided by annual payments by the Cape of Good Hope of £30,000, and by Natal of £12,000.

As to the trade in Eastern waters, some very striking figures are given in an elaborate tabulated statement, which demonstrates the fact that the Colonies contribute a comparatively small proportion of the cost of defending their own exclusive trade—the greater proportion of the burden being thrown on the British taxpayer. Summarised these figures show that New Zealand possesses four per cent. of the trade and contributes 6 per cent. towards the squadrons maintained for its defence; India, with 24 per cent. of the trade, bears 7.2 per cent. of the cost of its defence, while the United Kingdom, with 55 per cent. of the total trade in these Eastern waters, bears 88 per cent. of the cost of maintaining the squadrons there.

Another tabulated statement deals with the cost of naval defences for the whole of the Empire, and, like that just referred to, shows the disparity between the expenditure borne by the population of the United Kingdom and that borne by the white population of the other parts of the Empire. These figures (which have been slightly amended since last year's memorandum was issued) are as follows:—Naval expenditure per head of population: United Kingdom, £31,255,500, which is equal to a contribution of 15s. 1d. per head of the population of the United Kingdom. If this were divided equally among the white population of the Empire the charge per head would amount to 12s. 0d.

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[38]

THE PRIME MINISTER.

"Mr. Balfour's acceptance of the highest position in the State forms a suitable opportunity to present the record of his public career." So says Mr. Bernard Alderson in the preface to his new book, *Arthur James Balfour: the Man and his Work*, an useful summary of Mr. Balfour's public record and many-sided interests. In looking back over that record it is interesting to notice how largely Mr. Balfour has lived down his earlier reputations. It is as "a languid young aristocrat" that Mr. Alderson first presents his subject to us. No one seemed less fitted, or disposed, than he to the rough and tumble of party politics. He entered Parliament in 1874 as Member for his uncle's pocket borough. Instead of throwing himself at once into his Parliamentary duties, Mr. Balfour started off on the Grand Tour. For two years he did not open his mouth in Parliament. Even to the Fourth party he was only the semi-attached. "As he sprawled on the bench below the gangway, he was taken," writes Mr. Lucy, "for a Parliamentary dilettante, a trifler with debate." His reputation at this time was that of a sort of political Postlethwaite. His Irish Secretaryship caused him to obtain a strange reincarnation. He now became the "bess, bloody, and brutal Balfour" of the *United Ireland* cartoons. (How characteristic, by the way, was Mr. Balfour's reference to such epithets! They were prefixes, he said, applied in Ireland "just as in England we put M.P. or F.R.S. after a man's name as an indication of his position.") The real Balfour is neither a dilettante nor a man of blood and iron. Yet there is a touch of truth in each of these perceptions. He is capable on occasion of firmness and resolution; yet even his enthusiastic biographer laments a certain "lack of dynamic energy."

No chapters of Mr. Balfour's career are more interesting at this moment than those which deal with Ireland. If it should be the lot of the present Prime Minister to pass as some future date a Home Rule Bill for Ireland (and many more unlikely predictions could be made), he will be able—with equal apparent difficulty, but not with less colour, than in the case of Mr. Gladstone—to put in a claim for lifelong consistency. He has been a Coercionist, but so for that matter was Mr. Gladstone. Yet he combined the policy of coercion with that of promoting, by the instrumentality of the State, the material prosperity of Ireland. It was "criminal," he once said, to attempt to set up a legislature in Ireland; yes, but criminal, he added, "until this agrarian question be finally put out of the way." He is taunted to-day with being in working alliance with the Irish Nationalists.

But that alliance he fore-shadowed many years ago in a speech which Mr. Alderson recalls. There was, he said, no fundamental agreement between the Irish and the Liberal parties—"That is not the case (he went on to say) with the Conservatives. There is one principle which the Conservatives hold as the party to which Mr. Parrell belongs, and for which they may well be found fighting side by side, and that is the principle of religious education." Thus did Mr. Balfour cast his bread upon the waters; it has returned to him now after many days.

Of Mr. Balfour's personal qualities, Mr. Alderson speaks with just enthusiasm. Sir William Harcourt long ago, in referring to the then Member for Hertford, spoke of "the general amiability of his nature." A man would be less than human who could resist the Prime Minister's engaging charm of manner. One may not agree with Mr. Alderson that Mr. Balfour has shown himself "one of the greatest leaders the House of Commons has known"; but he is certainly one of the most genial. No leader, since Palmerston, has enjoyed so fully as Mr. Balfour a popularity on both sides of the House.

A few personalia are scattered through Mr. Alderson's pages which it may be interesting to collect. Of Mr. Balfour's school and college days we are not told much, except that he played football, was fond of walking, and was Lord Lansdowne's fag. His present outdoor amusements are known to everyone, including the police and the magistrates. In this connection Mr. Alderson has a good story:—"He was riding in company with some friends along a country road when he noticed a cyclist pedalling rapidly in the rear, and with characteristic friendliness the Premier asked: 'Shall we pace you?' But no answer was forthcoming, and to the motorist's surprise, when he had proceeded about a mile, he was ordered to pull up by two constables. His voiceless friend had been none other than a policeman in plain clothes." It would be well if the Prime Minister were to moderate his pace until the special auto-car tracks, which he proposed in a letter of 1901, have come into existence. Mr. Balfour also delights, we are told, in a good game at billiards, and, as is well known, he is passionately fond of music. "In his study at Whittingham, which adjoins his bedroom, is an iron grand piano-forte, and on many an occasion, long after the other inmates of the great house have gone to rest, the strains of music may be heard coming from his room." He is also "a clever violinist." An admirable article on Handel in the *Edinburgh Review* of January, 1887, was from Mr. Balfour's pen.



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BOARD AND RESIDENCE. MRS. GILLANDERS, "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th March, 1903. [915]

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CHESS NOTES. BY X. Y. Z. Local chess has been rather languid of late. The Second Handicap tournament, which commenced some months ago, is gradually approaching its termination, and only nine games remain to be played. It is hoped that these may be got over as soon as possible, in order to bring the competition to an end. Naturally in this warm weather chess is but little indulged in.

A correspondence tournament at the Singapore Chess Club has resulted in the victory of Mr. T. R. Miles, who previously won the regular Club tournament.

The Vienna Gambit tournament, which concluded about the end of May, resulted in a victory for Tachibana, with 13 points. Marshall was second, with 11½ points, Marco third with 11, and Pillsbury fourth with 10 points. The contest has proved a fair success. A London critic recently wrote:—"Though this is called a Gambit Tournament, the better name would be 'Declined Gambit Tournament.' In the majority of cases Black makes no attempt to defend the Gambit Pawn by 3 P-Kt 4. Pillsbury played P-Q 4, Marshall P-KB 4, and others Kt-K3. Most players adopt the Bishop's Gambit with White, but even that gets declined in various ways. It is generally recognised now that certain openings ought to have been made compulsory. In spite, however, of the general shirking tendency, a few really grand fights have taken place, such as have not been seen before in modern tournaments, and will perhaps not be seen again for years to come.

The result of the Gambit tournament will come as no surprise, for Tachibana has for many years shown as the most brilliant attacking player. Marshall's position was less expected, but he played some wonderfully good games, especially with the white pieces. One of these is given below.

Dr. Emanuel Lasker, Chess Champion of the World, started last month for a tour in Western America and Canada. In addition to simultaneous and consultation play, he was to lecture upon Chess, including the following special subjects:—"The enjoyment to be derived from chess, and its value as a means of mental education"; "What constitutes brilliancy, and what is beauty in chess."

The following game reaches us via America, the notes being by Mr. W. E. Napier. White's game was conducted by Messrs. Lasker, Rice, Hymes and Rothering, and Black's by Messrs. Barry, Finn, Haslam, Köhler and Steenberg.

WHITE. Black. 1 P-K4 B-K5 14 Q-R4ch B-Q3 2 P-KB4 P-P 15 Q-Kt4 Kt-QB3 3 Kt-KB3 P-Kt4 16 P-Kt4 Q-BP 4 P-Kt4 P-Kt5 17 B-K5 Castles (QR) 5 Kt-K3 Kt-K3 18 BtB BtPch 6 B-B4 P-Q 19 P-B BtB 7 P-P B-Q3 20 Q-L3(d) Kt-Ksq. 8 Castles (R) BtKt 21 BtP Q-P 9 B-K4 P-Kt5 22 Q-RP Kt-R7 10 P-B3 P-Kt6 23 P-Q5 Kt-Ktch 11 Kt-Q2 Q-RP 24 P-Kt R-Pch 12 Kt-B3 Q-R3 25 BtN P-QB4 13 Kt-B3 Q-R3 Draw.

(c) This is a move that initiates the Rice Gambit. There appears to be no end of Black's resources in the position, but so far there has been no serious controversy on any line of defence than that chosen.

(b) The innovation giving use to what the bookmakers term the Napier variation.

(c) This move has been given a rigorous examination, but so far as I know has not before appeared in print.

(d) Masterly play, intended to anticipate the contingencies of Black king's side attack.

(e) Strong, but apparently insufficient. The continuation, Kt-B7, was more to the point. 20... Kt-B7; 21 K-Bsq. KR-Ksq. would have made a difference in Black's favour. As it goes, White secures an inglorious draw if we stop to consider that he has sacrificed with flourish.

The following is a pretty game from the Vienna competition. Marshall, the young American master, pulling off a Muzio Gambit against no less strong an opponent than more or less Maroczy.

WHITE. Black. 1 P-K4 B-K5 9 P-B3 B-R3 2 P-KB4 P-P 10 P-Q4 Kt-K2 3 Kt-KB3 P-Kt4 11 Castles Castles 4 B-B4 P-Kt5 12 Kt-Q5(d) Kt-Kt 5 Kt-B3(d) P-Kt 13 Q-Q Kt-Q 6 Q-P P-Q4 14 BtB Kt-Q2 7 Kt-P P-B3 15 BtB KtB 8 Kt-P (d) Q-B3 16 P-K5 Resigns (d)

(a) Known as Macdonnell's variation.

(b) White has already two Pawns for the piece. Black has furthermore two weak Pawns, and a very bad position. The defence, therefore, proved itself to be bad.

(c) By this ingenious idea White wins his Pawn back, and therefore the game.

(d) If Kt-Q4, 17 Bt Kt P-B, 18 P-K5, wins easily.

A TRUE STORY. England is a long way off and fifty-three years is rather far in the past; still there are few people among us able to recall what the old country was like in 1850, the year of the incident to be related.

At that time there lived in a detached cottage near an English cathedral city a very eccentric bachelor. He had formerly been wealthy; but having dissipated the greater part of his fortune, he went to the other extreme, and not only became a testator but almost denied himself the necessities of life. For years he kept himself a prisoner in his cottage, his only companions being two ferocious bull dogs named Boar and Whisky.

Two tramps, who chanced to hear that this singular recluse was very well off, and that he was never without beer and whisky, resolved to rob him. Accordingly they one night broke into the lonely man's cottage, and immediately discovered that the Boar and Whisky therein were of quite different brands than they had expected to find. One of the tramps, fleeing in mad terror from the dogs, fell into a mill stream and was drowned. His companion, badly bitten, could manage to climb a tall fence; but fell over it and fractured his skull, so that he died the next day.

The incident caused much excitement at the time, and it had scarcely subsided when the local shopkeeper reported that the only answer he could obtain to his knocking was the growls of Boar and Whisky; whereupon the police broke into the cottage and discovered the old man—dead. The inquest was remarkable for a dispute which it occasioned between two doctors. One maintained that death was the result of fright at the recent attempted robbery; the other, that deceased died from chronic indigestion brought about by improper diet and want of exercise, he not having been outside his cottage for eighteen years. The discussion was taken up by the giants of the medical profession, and ably debated, the conclusion reached being that indigestion is a disease arising from indigestible numerous causes, and itself productive of complaints hardly less numerous. But it was not then known (as it has been now for thirty-five years) that indigestion has one sure cure, viz., Seigel's Syrup.

Mr. H. C. Blackie, of Post Office Chambers, Auckland, N.Z., has not kept within his house for eighteen years. On the contrary, he is a traveller and knows the world well. Writing on 16th March, 1903, Mr. Blackie observes:—"For years I was a martyr to indigestion and flatulence. Wind used to press on the valve of my heart to such an alarming degree that on two occasions I fainted on the platform when publicly speaking. Dietary and medicinal treatment failed utterly until, on the recommendation of a Professor at the Working Men's College, Melbourne, I tried Mother Seigel's Syrup. By taking it regularly after each meal I very soon found relief, and have ever since been able to enjoy all foods without inconvenience. My cure was effected about four years ago, when I had consumed from six to eight bottles; but one bottle was sufficient to afford me relief. I have never ceased to praise the virtues of Seigel's Syrup in the Colonies. I visit as commercial traveller, merely in gratitude for the great benefit derived from it—for I have no business connection whatever with its proprietors. What I now say is quite uncoloured. Certainly there is no other such potent and easy remedy for all forms of indigestion." Such is the testimony of an intelligent and experienced man. Of indigestion it may be said, as was said of fame, some inherit it, some achieve it, and some have it thrust upon them. In the case of persons compelled to lead a sedentary life; but all may eradicate it by following the example of Mr. Blackie.

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ARRIVALS.	
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June 24, HAIKI MARU, Japanese str., 347, T. W. Groves, Tamsui, Amoy and Swatow 23rd June, General.	Amoy and Swatow 23rd June, General.
June 25, CANTON, British str., 2,105, G. F. Lockstone, Yokohama 10th June, General.	Yokohama 10th June, General.
June 25, HAMBURG, German str., 6,507, E. Burmeister, Hamburg and Singapore 20th June, Mails and General.	Hamburg and Singapore 20th June, Mails and General.
June 25, HAITAN, British str., 1,183, J. S. Roush, Foo-chow, Amoy and Swatow 24th June, General.	Amoy and Swatow 24th June, General.
June 25, JAPAN, British str., 2,795, E. P. Martin, R.M.S., London 16th May, General.	London 16th May, General.
June 25, JUSTIN, American str., 1,200, Hughes, Cavite 21st June.	Cavite 21st June.
June 25, KINSHU MARU, Japanese str., 2,389, F. L. Pyne, Singapore 20th June, Twist.	Singapore 20th June, Twist.
June 25, KAWACHI MARU, Japanese str., 3,780, C. A. Lee, Shanghai 23rd June, General.	Shanghai 23rd June, General.
June 25, NIPPON YUSEN KAISHA.	
June 25, ROSETTA MARU, Japanese str., 2,402, T. W. Groves, Tamsui, Amoy and Swatow 23rd June, General.	Amoy and Swatow 23rd June, General.
June 25, SIAM, British str., 992, Robt. Dixon, Singapore 18th June, Oil.	Singapore 18th June, Oil.
June 25, TACOMA, American str., 1,689, A. Dixon, Tacoma 25th May, General.	Tacoma 25th May, General.
June 25, THAMES, British str., 820, A. J. Robt. Dixon, Swatow 24th June, General.	Swatow 24th June, General.
June 25, VINDOBONA, Austrian str., 2,697, B. Cobel, Kolo 18th June, General.	Kolo 18th June, General.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE, 25th June.

Anjo, German str., for Hongkong.

Hai-ki, British str., for Swatow.

Kan, Japanese str., for Kobe.

Kan, Chinese str., for Shanghai.

Loong, British str., for Manila.

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DEPARTURES.

25th June.

Boho, Norwegian str., for Bangkok.

Hongkong, British str., for Amoy.

Kwan, Chinese str., for Shanghai.

Loong, British str., for Manila.

Loong, British str., for Swatow.

Pha U, German str., for Swatow.

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LONDON	MASSILIA	Brit. str.	G. W. Cookman	P. & O. S. N. Co.	4th July, at Noon.
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MARSEILLES, LONDON & ANTWERP.	PELEUS	Brit. str.		BUTTERFIELD & SWIRE	11th July, Daylight.
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MARSEILLES, LONDON & ANTWERP.	POATING	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 8 A.M.
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MARSEILLES, LONDON & ANTWERP.	THALES	Brit. str.	Robson	DOUGLAS LARRAIE & CO.	To-day, at 11 A.M.
MARSEILLES, LONDON & ANTWERP.	LEGASPI	Am. str.	D. Yrizar	BARRETT & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP.	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
MARSEILLES, LONDON & ANTWERP.	SUNOKIANG	Brit. str.		BUTTERFIELD & SWIRE	1st July.
MARSEILLES, LONDON & ANTWERP.	ROSETTA MARU	Jap. str.	N. Tato	TOTO KISEN KAISHA	1st July, 11 A.M.
MARSEILLES, LONDON & ANTWERP.	CHINOTU	Brit. str.		BUTTERFIELD & SWIRE	4th July.
MARSEILLES, LONDON & ANTWERP.	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	4th July.
MARSEILLES, LONDON & ANTWERP.	ARAGONIA	Ger. str.	Forst	HAMBURG-AMERIKA LINE	28th inst., Daylight.
MARSEILLES, LONDON & ANTWERP.	A. ARCAN	Brit. str.	E. Fey	DAVID SASSON & CO., LD.	30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP.	LORETT MARU	Jap. str.	E. Yagi	NIPPON YUSEN KAISHA	2nd July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP.	HIROSHIMA M.	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	14th July, at Noon.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"ATAGONIA."

Captain Fret, will be despatched for the above ports on SUNDAY, the 29th inst., at DAYLIGHT.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIAN."

Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 29th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 24th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 29th June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th June, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINSESS MARIE."

Captain Borntzen, will leave for the above ports on or about the 30th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 20th June, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LICENSE TO CALL AT PHILIPPINE PORTS).

Proposed sailings from Hongkong, 1903.

"MACDUFF" ... 15th July.

"SAINT BEDE" ... 25th July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 18th June, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	THURSDAY 9th July
HAMBURG	THURSDAY 23rd July
PRINZ HEINRICH	THURSDAY 26th August
SACHSEN	THURSDAY 29th August
KLAUSCHOU	THURSDAY 3rd September
BAYERN	THURSDAY 17th September
ZEITEN	WEDNESDAY 30th September
SEIDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 28th October

* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 9th day of July, 1903, at Noon, the Steamship "PREUSSEN," of the Norddeutscher Lloyd, Captain E. Prell, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 7th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 8th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 8th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 20th June, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MALTA.

YOKOHAMA, VIA SHANGHAI, NAGASAKI and KOBE (Passing through the Inland Sea).

SHANGHAI

LONDON, &c.

For further Particulars, apply to H. A. HEWITT, Superintendent.

Hongkong, 25th June, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL ON	REMARKS
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TAMUI, VIA SWATOW AND AMOY

TAMUI, VIA SWATOW AND AMOY

FOOCHOW, VIA SWATOW AND AMOY

ANPING, VIA SWATOW AND AMOY

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai. For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 25th June, 1903.

T. ARIMA, Manager

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SUEVIA	HAVRE, BREMEN and HAMBURG	On 1st July. Freight.
NURNBERG	HAVRE and HAMBURG	On 15th July. Freight.
WURZBURG	HAVRE and HAMBURG	On 20th July. Freight & Passengers.
BADENIA	HAVRE and HAMBURG	On 12th Aug. Freight.
SITONIA	HAVRE and HAMBURG	On 26th Aug. Freight.
ARABIA	NEW YORK, VIA SUEZ CANAL	About end of August.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

TOYO KISEN KAISHA. MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship	Captain	Tons	Sailing Date
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"ROSETTA MARU" N. Tato 3876 Wednesday, 1st July, at 11 A.M.

"BOHILLA MARU" E. P. Bishop 3869 Tuesday, 7th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th June, 1903.

K. NAKASHIMA, Manager.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
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KAWACHI MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.

KINSHU MARU MOIJI and KOBE

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		DATE
GLASGOW AND LIVERPOOL...	"TYDEUS"	On 28th June.
GLASGOW AND LIVERPOOL...	"MACHAON"	On 12th July.
GLASGOW AND LIVERPOOL...	"DIOMED"	On 16th July.
GLASGOW AND LIVERPOOL...	"HECTOR"	On 22nd July.
GLASGOW AND LIVERPOOL...	"NESTOR"	On 29th July.
GLASGOW AND LIVERPOOL...	"TEUGER"	On 30th July.
GLASGOW AND LIVERPOOL...	"NINGCHOW"	On 9th August.
HOMEWARDS.		DATE
MARSEILLES, LONDON and ANTWERP...	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP...	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP...	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP...	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP...	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP...	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP...	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP...	"NOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 14th July.
The s.s. "TYDEUS" left Singapore on the 23rd inst., at noon, and is due here on the 23rd inst.	"NINGCHOW"	On 10th August.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAOTING"	On 26th June.
SHANGHAI	"SHAOHSING"	On 27th June.
SHANGHAI	"TAIWAN"	On 29th June.
MANILA	"SUNGKIANG"	On 1st July.
CHEFOO and TIENTSIN	"NANCHANG"	On 4th July.
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIKINS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	On 7th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS.	R. P. CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,998	A. E. Hollingsworth	July 14, 1903
"INDRAPURA"	4,998	A. E. Hollingsworth	August 14, 1903
"INDRASAMRA"	5,197	W. E. Craven	September 13, 1903

Through bills of lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th June, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

STEAMSHIP	TONS.	R. P. CAPTAIN	TO SAIL ON
R.M.S. "EMPRESS OF JAPAN"	6,000	W. E. Craven	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425	A. E. Hollingsworth	WEDNESDAY, 22nd July.
R.M.S. "EMPRESS OF CHINA"	6,000	A. E. Hollingsworth	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882	W. E. Craven	WEDNESDAY, 12th Aug.
R.M.S. "EMPRESS OF INDIA"	6,000	A. E. Hollingsworth	WEDNESDAY, 26th Aug.
R.M.S. "EMPRESS OF JAPAN"	6,000	A. E. Hollingsworth	WEDNESDAY, 2nd Sept.
R.M.S. "TARTAR"	4,425	W. E. Craven	WEDNESDAY, 7th Oct.
R.M.S. "EMPRESS OF CHINA"	6,000	A. E. Hollingsworth	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	3,882	W. E. Craven	WEDNESDAY, 4th Nov.
R.M.S. "EMPRESS OF INDIA"	6,000	A. E. Hollingsworth	WEDNESDAY, 18th Nov.
R.M.S. "EMPRESS OF JAPAN"	6,000	A. E. Hollingsworth	WEDNESDAY, 16th Dec.
R.M.S. "TARTAR"	4,425	W. E. Craven	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the TROPICAL INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 37 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Retar: tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP: (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE LAKING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder Street.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR."
Captain E. Fey, will be despatched for the above ports on TUESDAY, the 30th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 24th June, 1903. [1701]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN."
Captain Ellis, will be despatched as above on WEDNESDAY, the 1st July, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 11th June, 1903. [1087]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"BENLOMOND."
Captain Mutton, will be despatched as above on or about the 2nd July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 11th June, 1903. [1091]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"MASSILIA."
Captain G. W. Cookman, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 4th JULY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 23rd June, 1903. [11]

FOR KOBE, NAGASAKI AND YOKOHAMA.

(Calling at GERMANY.)

THE Steamship

"SAVOIA."
Captain Deinet, will be despatched for the above ports on MONDAY, the 6th July, at Noon.
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 24th June, 1903. [1814]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"GLENESK."
Captain Rafferty, will be despatched as above on THURSDAY, the 3rd July, at Noon.
For Freight or Passage, apply to
GREGOR BROS. & GOW.
Hongkong, 6th June, 1903. [1645]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st July, 1903. [729]

HONGKONG—MACAO LINE.

S.S. "WING CHAI."
Captain Samuel Bell Smith.
Daily Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 3 P.M., Sunday included.
1st Class fare (including cabin and servant), 35/-; return ticket, \$5.
2nd Class \$1.50; return ticket, \$2.50.
3rd Class \$1.
Superior cabin accommodation.
Wharf 1 Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO. LD., 291, Queen's Road Central.
Hongkong, 29th April, 1903. [54]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line, prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

FOR ODessa.

THE Russian Steamer
"HERMANN LERCHE."
1,978 tons, will be despatched for the above port on or about 5th July.
For Freight, apply to
BRADLEY & CO., Agents.
Hongkong, 1st June, 1903. [1591]

FOR MACAO.

THE Steamship
"PAK KONG."
will be despatched for the above port EVERY DAY, at 7 A.M. Ample accommodation for European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD., 15 and 16, Conn Light Road, Praya West.
Hongkong, 24th June, 1903. [1811]

WING ON STEAMSHIP COMPANY.

HONGKONG—MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class \$1.50

2nd " " " " " " 0.70

3rd " " " " " " 0.30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 16th May, 1903. [648]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 128, Connaught Road Central.

Hongkong, 16th June, 1903. [1751]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk and expense. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 1st July.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 1st July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th July, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1903. [10-12]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"KISH."
Captain E. Robertson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods must be left on board and due notice given to the undersigned, when they will be landed into Kowloon Godowns and a date appointed for examination.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 23rd June, 1903. [1817]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"WURZBURG."
Captain v. Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., To-day, the 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd June, 1903. [1792]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7th 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.

SANDER, WIELER & CO., Agents.

Hongkong, 1st June, 1903. [159]

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stiffness of chest, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copalins, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent

AND

MATICO CAPSULES in the more chronic cases

GRIMAULT & CO., Paris, sold by all Chemists.

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